AMENDMENTS TO THE SPECIFICATION

On page 4, please replace the paragraph beginning on line 1 with the following amended paragraph:

a1

With the confrontation of changing terrain conditions, there are situations that demand the skier to equip his/her skis with additional accessories in order to assist the skier to navigate changing terrain conditions.

On page 9, please replace the paragraph beginning on line 1 with the following amended paragraph:

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Yet another snow-traveling device accessory known in the industry, disclosed in U.S. Patent No. 5,823,563 (granted on October 20, 1998 to Dubuque), provides a binding with a harness and attachment assembly that incorporates a crampon that can be removed from the ski to be used selectively as a crampon in order to simplify the shift between ski and crampon. However, the crampon is connected to a binding and use of the Dubuque device assumes that there are times when individuals would not use skis to climb, but instead, for safety reasons, prefer to use a separate crampon system for climbing separated from their

skis. The Dubuque device does not anticipate instances where the cross country skier would prefer to climb slopes without removing his/her skis. Rather, the Dubuque device requires ski removal and the consequent carrying of the skis up the mountain by the skier, which is a severe disadvantage to the skier.

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On page 16, after the paragraph ending on line 15, please add the following new paragraphs:

FIG. 22 is a flow chart showing the steps carried out in accordance with one illustrative embodiment of the present invention.

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FIG. 23 is a flow chart showing the steps carried out in accordance with one illustrative embodiment of the present invention.

FIG. 24 is a flow chart showing the steps carried out in accordance with one illustrative embodiment of the present invention.

On page 22, please replace the paragraph beginning on line 16 with the following amended paragraph:

As tightening occurs, the bend 118 allows the engagement assembly 102 to contact the ski 10. The tightening and subsequent contacting ~~is~~ generally occurs in the direction of arrows 128 which indicate the engagement assembly 102 closing in and contacting the ski 10.

On page 32, please replace the paragraph beginning on line 5 with the following amended paragraph:

A third illustrative embodiment of the present invention, which will now be described by reference to FIGS. 8-11, has similar structures that function similarly as the corresponding structures described in connection with the first embodiment, however, the third illustrative embodiment utilizes different arrangements for both the engagement assembly, indicated at bracket 302, and the protrusion assembly, indicated at bracket 304. FIG. 8 illustrates the engagement assembly, at bracket 302, with a bend 318 and an upper wall 314 and a lower wall 316. Additionally, FIG. 8 shows the fastener assembly, generally indicated at 330, with its component parts, the tightening band slots 306 (seen best in FIGS. 9 and 10), tightening band 308 and the buckle connector 310, all of which function essentially the

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same as the corresponding structures described in connection with the first embodiment. An engagement plane is indicated by the double arrows marked with reference numeral 328.

On page 33, please replace the paragraph beginning on line 16 and ending on page 34, line 5, with the following amended paragraph:

a6

For example, when parasailing with snow skis 10, it will be advantageous to have the convex rudder 350 penetrate more deeply into the congealed precipitation to provide added stability when cross-winds occur so that the user does not have to expend undue energy to maintain a desired course. In view of the advent of sport of parasailing, where a skier propels himself on skies using a wind driven sail, the use of the present invention will advantageously assist both those persons learning to parasail~~ing~~ with snow skis and those who have substantial experience with the sport. Further, a convex rudder 350 which penetrates more deeply into the snow or ice surface will be very useful when a user is laterally negotiating steeper slopes.

On page 36, please replace the paragraph beginning on line 1, with the following amended paragraph:

FIGS. 9 through 11, are different views of the third embodiment of the present invention, and show the relative positioning of the convex rudder 350 in relation to the engagement assembly 302, the tightening band slots 306, and the ski 10 (the tightening band 308 is represented best in FIG. 8). Double arrows 332 represent the angle of engagement.

On page 36, please replace the paragraph beginning on line 17 and ending on page 37, line 12, with the following amended paragraph:

By examining FIGS. 12, 12A, and 13, in which the fourth illustrative embodiment of the present invention is represented, it will be appreciated that the fourth illustrative embodiment of the present invention is similar in numerous respects to the first embodiment of the present invention. Importantly, the fourth illustrative embodiment of the present invention is different than the previously

described structures in that the engagement assembly, indicated at bracket 402, is fastened to the ski 10 in a different fashion. Similarly to the structure described in connection with the first embodiment, the engagement assembly 402 comprises an upper wall 414 and a lower wall 416. Further, the fourth embodiment may have an ~~protrusion~~ engagement assembly 402 that is similar to the corresponding structures illustrated with the first, second and third embodiments of the present invention. However, in the fourth embodiment of the present invention an alteration in the ski 10 or other snow-traveling device occurs with the fastening of the engagement assembly 402.

On page 44, please replace the paragraph beginning on line 1 and ending on page 45, line 5, with the following amended paragraph:

As is known in the art, the ski 10 is formed such that the area of the ski upon which the binding 20 is mounted is formed so that it is biased away from the surface of the snow. As further examples of benefits and versatility of the present invention, the lengths of friction enhancing fabric A-C (FIG. 18) may be positioned on the ski 10, below

the binding 20 such that when a downward force is applied by the weight of the user, the contacting surface of the ski 10, which bears the friction enhancing fabric 570, flattens and directly contacts the congealed precipitation. The contact between the friction enhancing fabric 570 and the congealed precipitation surface increases the amount of friction between the ski 10 and the congealed precipitation surface so that when a downward force is applied when climbing an incline the additional friction allows the portion of the ski 10 bearing the friction enhancing fabric 570 to grip the congealed precipitation surface, increasing traction for the user. When the downward force is no longer applied, for example when proceeding downhill, the middle portion of the ski 10, tends to lift up and away from the congealed precipitation surface, at least somewhat disengaging the friction enhancing fabric 570. It should be noted that a combination of lengths may also be used similarly, for providing specific gripping areas and surfaces, which the user deems appropriate, to increase traction as illustrated by lengths D and E. Thus, it will be appreciated that the embodiments of the present invention provide advantages not possibly attained with previously available devices.

On page 56, prior to the paragraph beginning on line 20, please add the following new paragraphs:

Reference will now be made to the exemplary flow diagram of FIG. 22. In one illustrative embodiment of the present invention there is represented an illustrative method to apply a friction enhancing material to a snow-traveling device. The first step is to prepare the snow-traveling device for receiving the friction enhancing material onto a second contacting surface of said snow-traveling device (step 700). The next step is to prepare the friction enhancing material for application onto the snow-traveling device to thereby increase the friction between the congealed precipitation surface and the snow-traveling device (step 702). The next step is to interpose an adhesive between the second contacting surface of the snow-traveling device and a first side of the friction enhancing material to releasably adhere the friction enhancing material to the snow-traveling device (step 704). The final step is to apply pressure to the second side of the friction enhancing material to thereby install the friction enhancing material onto the second contacting surface on the snow-traveling device by placing the adhesive

substance into close contact with both the snow-traveling device and the flexible fabric whereby the friction between the second contacting surface and the congealed precipitation surface is enhanced (step 706).

Reference will now be made to the exemplary flow diagram of FIG. 23. In one illustrative embodiment of the present invention there is represented an illustrative method to apply a friction enhancing material to a snow-traveling device. The first step is to prepare the snow-traveling device for receiving the friction enhancing material onto a second contacting surface of said snow-traveling device by orientating the snow-traveling device such that a person can clean off any loose debris (step 710). The next step is to prepare the friction enhancing material for application onto the snow-traveling device to thereby increase the friction between the congealed precipitation surface and the snow-traveling device (step 712). The next step is to interpose an adhesive between the second contacting surface of the snow-traveling device and a first side of the friction enhancing material to releasably adhere the friction enhancing material to the snow-traveling device (step 714). The final step is to apply pressure to the second side of the friction enhancing material to

thereby install the friction enhancing material onto the second contacting surface on the snow-traveling device by placing the adhesive substance into close contact with both the snow-traveling device and the flexible fabric whereby the friction between the second contacting surface and the congealed precipitation surface is enhanced (step 716).

Reference will now be made to the exemplary flow diagram of FIG. 24. In one illustrative embodiment of the present invention there is represented an illustrative method to apply a friction enhancing material to a snow-traveling device. The first step is to prepare the snow-traveling device for receiving the friction enhancing material onto a second contacting surface of said snow-traveling device by orientating the snow-traveling device such that a person can clean off any loose debris (step 720). The next step is to prepare the friction enhancing material for application onto the snow-traveling device to thereby increase the friction between the congealed precipitation surface and the snow-traveling device comprising the step of unrolling the friction enhancing material from a roll having an outside diameter less than about four inches (step 722). The next step is to interpose an adhesive between the second contacting surface of the

snow-traveling device and a first side of the friction enhancing material to releasably adhere the friction enhancing material to the snow-traveling device (step 724). The final step is to apply pressure to the second side of the friction enhancing material to thereby install the friction enhancing material onto the second contacting surface on the snow-traveling device by placing the adhesive substance into close contact with both the snow-traveling device and the flexible fabric whereby the friction between the second contacting surface and the congealed precipitation surface is enhanced (step 726).